

0115Z 28 OCT 62

S E C R E T

DIRECTOR

25X1
ROW :

OSA (1-2-3-4-5-6-7-8-9-10)

S/C(11)

TOR: 0137Z 28 OCT 62

PRIORITY

IN 53688

PRITY

INFO

CITE

NO NITE ACTION

1. FLIGHT 43 AIRCRAFT 121 AIRBORNE 1404 HOURS 27 OCT
1962 FOR ONE HOUR AND ONE MINUTE. PILOT T.O.
GROSS WEIGHT 86,000 POUNDS, C.G. 22.2 PERCENT.

2. T.O. MADE FULL AB WITH CLIMB SCHEDULE OF 350 KEAS
TO 26,000 FEET AND .9 M TO 40,000 FEET.

3. DURING CLIMB TO INVESTIGATE THE EJECTOR DOOR VIBRATION
THE BY PASS DOORS ON THE J-58 WERE OPENED MANUALLY AND BY PASS
DOORS ON J-75 WERE PUT ON AUTOMATIC. NO EJECTOR VIBRATION WAS
NOTED.

4. THE AIRCRAFT WAS THEN HELD AT M 1.2 AT 40,000 FEET FOR
FIFTEEN MINUTES TO BUILD SUPERSONIC ENGINE TIME.

5. J-58 WAS THEN SHUT DOWN TO IDLE CUT OFF FOR FIVE SECONDS
WHILE AT M 1.2 AND FULL BORE ON THE J-75 WITH NO PROBLEM.

RELIGHT WAS THEN ATTEMPTED ON J-58 WITH NO LUCK AND DESCENT STARTED

S E C R E T

GROUP 1
Excluded from automatic
downgrading and
declassification

25X1

[REDACTED] (IN 53688)

S E C R E T

PAGE TWO

AT 40,000 FEET AND N 1.1 REACHING 26,000 FEET AND M.88 BEFORE
RELIGHT OCCURED. SIX STARTS WERE ATTEMPTED DURING THIS DECENT.
RELIGHT OCCURED AT 2,000 RPM.

relite?

6. A SIMULATED SINGLE ENGINE LANDING WAS THEN MADE WITH J-58
AT IDLE. LANDING WAS SATISFACTORY REQUIRING LESS THAN 5,000
FEET OF RUNWAY.

7. REF PARA 1, CABLE 6609 SHOULD READ FLIGHT NUMBER FORTY.
VICE FOUR.

END OF MESSAGE

1+/7E